4 Collection

App. F. IX-4

193/-32

File No 45-31

Previous References (Legis)

Serial Nos/-6

Later References

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. ~~Four~~ Five

"A"

Part ~~B~~ for August 1932.

SUBJECT

Regulation No. II of 1932 a regulation further to amend the Mysore Dist. Board Regulation of 1926.

Mr. Abdul Aziz

14.9.32

Secretariat | File No. | of 193

Serial No.

B

For previous refce see L.P. 112-30 Sls 1 to 24

26) Under rule (e) of the rules for dealing with measures of proposed legislation this file may be sent to some Branch for duly furnishing us the Statement of Gen. Principles

Bom 22.9.31 (Mulle L.S.G. Branch) Ge 22/9

31) A statement of the general principles is put up.

Gen. Secy) 24.9.31

38)

2nd Member) 25.9.31

39)

Protn. Br) 25/9 Mulle

40) Ge 25/9/31

2 approved copies will be forwarded to the R.A. Office for further action

Bom 26/9 41) 26/9/31

R.A. Office

Remarks if any

NOTE—Contn. Sheet

L12

WD 02553—50,000—GE.B—

3 Copies taken & file returned. BVN. 29/9/31

GENERAL SECRETARY. 24 SEP. 1931 No.

OFFICE OF THE SECOND MEMBER OF COUNCIL 25 SEP. 1931 No. 1126

OFFICE OF THE SECRETARY BVN 28 SEP. 1931 REPRESENTATIVE ASSEMBLY AND

L. & B. File No. [illegible]

43) The file may be returned to the L.S.G. Branch

9/9

44) (L.S.G. Br)
The R.A was in favour of the measure.
The file may be sent to R.A. Section for kindly putting up a copy of the discussion in the matter

3/11/31 (R.A. Section) 3.11.31

45) A copy of the notes of discussion on the Bill is herewith for put up to the file returned.

(L.S.G. Branch)
6.11.31.

46) At the discussion in the R.A some members suggested that in order that the interest on the loans may be utilised, a Resolution of the Board supported by a special majority may be required. The point may be considered, if advised in the Select Committee and the file may be sent to Proth Br for further action

6/11/31 (Genl Secy) (Proth. Br) 47) 6.11.31

OFFICE OF THE SECRETARY
Rajpur
4 NOV 1931
REPRESENTATIVE ASSEMBLY AND LEGISLATIVE COUNCIL

OFFICE OF THE SECOND MEMBER OF COUNCIL
11 NOV. 1931
No. 2967

GENERAL SECRETARY
7 NOV. 1931
No. 3156

Secretariat | File No. | of 193 .

Serial No.

(48) There was no amendment suggested to the Bill in the R.A. that the interest may be utilised for these purposes only on the resolution of the Dt. Board passed by a majority. It is only Rt. Bagawane Devgonda that ~~objected~~ objected to the necessity of a condition that ⅔ of the total number of members of the Dt. Board should be in favour of the proposal. The Dewan merely said that nothing would be done against the wishes of the Dt. Bd. It does not seem to be necessary to insert in the Section itself a condition of precedent of this sort which would be somewhat unusual in a Statute. If necessary, it may be inserted in the rules to be framed.

The Bill as it stands may be introduced into the L.C.

The Bill may be published under Rule 8 of the L.C. rules & then introduced & read in the L.C. under S.O 29(b).

Gen Secretary)
Secnd Member)

49) Dewan)

GENERAL SECRETARY. 10 NOV. 1931 No. 3302

DEWAN'S OFFICE 12. NOV. 1931

NOTE—Contn. Sheet

WD 02553—50,000—GPB—8-7 30

50) Rule 13/11/3

51) Extra copies of Bill are placed in file. These may be sent to S.C. office for further action if required

Done 13/11 (S.C. office)

GENERAL SECRETARY. 16 NOV. 1931 No. 3358

52) Three copies taken and the file puts to Prot.n - 13.n

JY

13/11

53) Submit with draft forwarding copies of Bill to the Residency

Done 14/11 (Secretary) CC 16/11/37

H Member (54) Done 19/11 CC 19/11/37

55) H Member gave instructions that action may be taken to pass this Bill at the Dec Session if they by subsequent rules of business. A revised draft has accordingly been put up for sign D the Residency as sanctioning fact of India is necessary, the necessary amendment of the Indian Laws

(Secretary) CC 20/11/37

GENERAL SECRETARY. 20 NOV. 1931 No. 3497

REPLY

(To be written on this margin.)

OFFICE OF THE SECOND MEMBER
OF COUNCIL.

NOTE.

Dated 19th November *192*31.

***

M.2183-4.

56)

The Bill amending the Mysore District Boards Regulation of 1926 and empowering the income from the invested funds of the Railway Cess ~~may be~~ being utilized for the purpose of construction and maintenance of roads may be taken up and passed at the next meeting of the Legislative Council without referring it to the Select Committee Necessary action may be taken up for this purpose.

1) The rules of business will have to be suspended. A note has to be noted in the Agenda.

4. Secy) 20/11.

20/11/31

General Secretary,
with compliments.

Serial No.

II Member)

20/11

58?

20/11

59

25/11/37

1

No 0 of 575 dated 20.11.37

The Secy to the Resident

Forwards two copies of the Bill and states that as the Bill is proposed to be passed at one sitting the sanction of the Govt of India may be obtained & communicated early

The introduction of the Bill into the Legislative Council requires the sanction of the Governor under s. 9(1) of Legis el Regn. The usual forms for obtaining the sanction are put up

Also the following motions are suggested for being included in the Agenda

NOTE—Contn. Sheet

WD 02553—50,000—GPB—8-7 30

for the next meeting of the Legis Council

(1) Motion that the Bill published under Rule 8 of the Rules of Business be read in Council

(2) Motion that the Rules of Business be suspended and the Bill taken into Consideration at once without being referred to the Select Committee and passed

Mover: The Second Member

Seconder: The General Secretary

Rules Done 23.11.31

(62) 40+ under S.O. 54 may decide that it is not necessary to refer to Select Committee in front of pending rules of business. The 2nd motion may be that the Bill be not referred for Consideration to a Select Committee. The 3rd motion: That the Rules of Business be suspended and the Bill taken into Consideration at once & passed.

Gen Se

Secn Member

(63)

Dewan

24/11

24/11

24/11

(64) (65) 25.11.31

GENERAL SECRETARIAT 24 NOV. 1931 No 5592

DEWAN'S CAMP 3687 24. NOV. 1931

Serial No.

2

No 5837 Dt 9.12.31
from
the Secy to the Resident
States that the Govt of
India have accorded their
Consent to the Bill further to amend
the Ct Broad Reg.n being passed
into Law on the usual
reservation

(65) Noted for
the motions referred to at
para 64 & 62 supra were moved
in the Legn Council and
the Bill referred to S.C.
If approved the L.C Office
will be required to put up
a copy of the ~~Bill~~ motions
accepted and also a copy of
the proceedings for further action
Dpm
15/12 Pulley
L.C Office

Ce 15.12.31

(66) Extract from the L.C. Proceedings
relating to the discussion on this Bill is placed
in the file & the same returned herewith.
Estabs 21.1.1932 Protection Branch with Compts
DJ

(67) At the last meeting of the L.C
the Bill was referred to a

OFFICE OF THE SECRETARY
16 DEC 1931
LEGISLATIVE ASSEMBLY
COUNCIL

NOTE—Contn. Sheet.

Select Committee. The Bill has to be sent back to the Assembly number under Rule 10 & then a date for the S-C meeting fixed.

Submd. for orders

5/1/32

68) Under R. 10 the Dewan may entrust this Bill to the Second Member who is in charge of the Dr. Boards portfolio (Secretary)

5/1/32

69) A - This may be approved

Second Member 9/1/32

✓ Dewan

9/1/32

70)

9.1.32

11/1/32

11/1/32

71)

11-1-32

12/1/32

12/1/32

72) Submd for orders regarding the date of the meeting of the S.C. to discuss the Bill

DEWAN'S OFFICE
4847
11. JAN. 1932

OFFICE OF THE SECOND MEMBER OF COUNCIL
No. 5536

Secretariat — File No. — of 1931.

Serial No.

Second Member)

C.
13/1/32

74) ~~26th~~ 29th Jans 3.30 pm
by
14.1.32

Secy
15/1/32

OFFICE OF THE SECOND MEMBER OF COUNCIL
13 JAN. 1932
No. 5666

75) Issue notice to members
by 15/1/32

76) Draft Secy
Secy MSR
15.1.32

77) Issue
by
16/1/32

Cir Issued No P3962-79 dt 16.1.32
to Members of the S.C
except Mr. H. Ramaswami

Mtg a meeting of the S.C
to Consider the Draft Rules &
amend the Dist Boards' Regn
will be held on 29.1.32 at
3-30 P.M

Meeting on 29.1.32
at 3-30 P.M.

78) Mr H. V. Ramaswami one of the
Members of the S.C having resn
it is for the orders whether the
vacancy may be reported to
the Governor under S.O 51 and
another member nominated to
the S.C.

Secy MSR
18.1.32

NOTE—Contn. Sheet.

P 2553—G P B—50,000—8-7-30

1) There will remain only one official Member in the Committee i.e. Mr. K. V. Anantaraman. When the chief Secretary or General Secretary may be appointed to the committee in place of Mr. K.V. Ramaswamy (resigned).
ex Secretary)

DEWAN'S OFFICE 5-094 22 JAN. 1932

20 JAN.

sd/- 19/1/32

2) The Govt. Secy may be appointed a member of the committee

Second Member) mm 20/1/32

OFFICE OF THE SECRETARIES OF COUNCIL 21 JAN. 1932 No. 5886

Ce 20/1/32

3) Ky 21.1.32

Dewan mm

Chief Secy 21/1/32

GENERAL SECRETARY 22 JAN. 1932 No. 5124

Rg 22/1/32 & 22/1/32

Ce 22/1/32

4) Jm 24-1-32

mm 25/1/32

Ce 25/1/32

5) Draft Ltd Done 26/1/32

6) Done Ce 26/1/32

TYPING SECTION 26 JAN. 1932 GENL. & REV. SECT.

Serial No.

No M.174A 27.1.32

R. Ranga Rao Esq, B.A., B.L.

Subordinate Judge is asked to be S.C. when the Bill is considered

on 29th inst.

Meeting 3-30 P.M. 29.1.32

S) The S.C. met on 29.1.32 all the members except Mr. Ch. Chengalaraya Reddi were present. The Bill was examined and Report was drawn up & signed by all those present.

S) Sent with usual notice furnishing the Report

Bm 30/1/32.

Chief Secretary)

Ce 30/1

CHIEF SECRETARY 1 FEB. 1932

TYPING SECTION 4. FEB. 1932 GENL. & REV. SECTT.

S) mm 8/2/32

S) Bm 9/2

No P4410 01 6.2.32

To Compiler.

Publish as per General instructions

Report of the S.C. on the Bill further to amend the Buyers Brokers Regn

Press file

NOTE—Contd. Sheet

17.2.32

File No. 45 of 1931.

General and Revenue Secretariat

Subject
Bill to amend the Criminal Procedure Code

(8) The S.C Report has been published in the Gazette & a spare copy is put up for perusal.

(9) With a view to pass the Bill at the sitting, sanction of the Govt of India was obtained (Page A). The Bill was however subsequently referred to a S.C and they have recommended the Bill without any change: Under the circumstances, at the next session of Legis Council, the S.C the report may be presented and the Bill may also be moved to be passed.

Sd
Done MSK 18/2.

(11) The Govt of India have accorded their Consent to pass the Bill into law. At the next Legis the report of the S.C. may be presented & the Bill also maybe passed finally

Second Member) 18/2

Rapidly 19/2 MS 19/2

C 19/2

OFFICE OF THE SECOND MEMBER OF COUNCIL
19 FEB. 1932
No. 685 S.

L.C. Sds

General and Revenue Secretariat — File No. 45 of 1931.

Serial No.

The following motions are suggested for being included in the Agenda for the next meeting of the Legislative Council:

(1) Motion that the report of the Select Committee on the Bill and the Bill as amended by them be taken into consideration.

(2) Motion that the Bill be passed into law.

Hon'ble Second Member

Seconder: Hon'ble Secretary (for Second Member)

OFFICE OF THE SECOND MEMBER OF COUNCIL
14 MAY 1932
No. 9614

GENERAL SECRETARY
11 MAY 1932
No. 7720

OFFICE OF THE SECRETARY
16 MAY 1932
REPRESENTATIVE ASSEMBLY AND LEGISLATIVE COUNCIL

Legislative Council Office for note & return

Noted and Rules & the Prot.n B.r.

with a note

Second Member)

NOTE—Contn. Sheet.

15

Leg. File No. 45

DEWAN'S OFFICE
29
13. JUL. 1932

of 193 /.

General and Revenue Secretariat

Bill further to amend the Motor Vehicles Act

Re- the meeting held on 20.6.32 the Motion for passing the Bill was accorded.

Sd. with D. F. N.

May be typed & put up

Le 5/7

rm 7/7/32

6/7

Sd. D. F. N. Sd.

Chief Secretary)

6/7/32

rm 6/7/32

Secretary Member)

F. N. Signed by Member.

6/7/32

12/7/32

L. M. Submitted.

Dewan)

rm 12/7/32

6/7/32

THE SECRETARIAT
6 JUL 1932
GENL. & REV. SECTT.

OFFICE OF THE SECRETARY TO MEMBER OF COUNCIL
11 JULY 1932
No. 331

Final Note by the Second Member of Council.

Subject:—

Bill further to amend the Mysore District Boards Regulation, 1926.

Sanction of His Highness was graciously accorded in September 1931 to place before the Representative Assembly the statement of general principles of a bill further to amend the Mysore District Boards Regulation, 1926, so as to allow the District Boards to utilise on works which may improve the means of communications, the whole or any portion of the interest derived from the investment of railway cess and also to place the bill itself in due - - course before the Legislative Council.

The general principles of the bill having been approved by the Representative Assembly in the Dasara Session, the Bill was introduced in the Legislative Council, after due publication, in December 1931 and after consideration referred to a Select Committee. The Select Committee recommended the bill for adoption without any material change and it was finally passed by the Legislative Council in June 1932.

The Government of India have accorded their consent to the passing of the bill into law. I now solicit the gracious approval of His Highness to the promulgation of the bill into law.

Matthew

MEMBER OF COUNCIL.

Bangalore,
12th July 1932.

17

Submitted to His Highness.

I submit herewith a Final Note by the Second Member of Council re: Bill further to amend the Mysore District Boards Regulation, 1926,

for His Highness' gracious approval.

Mirza M. Ismail

Dewan.

13-7-32

His Highness the Maharaja.

Subject.

Promulgation into law of the Bill further to amend the Mysore District Boards Regulation, 1926.

36

Order.

~~KRM~~

15/7/32

C. Secy

Min

15-7-32

General and Revenue
Secretariat.

Promulgation into law of the Bill further to amend the Mysore District Boards Regulation, 1926.

(*)

31. All urgent or confidential files returned with His Highness' orders may in the absence of instructions or indications to the contrary, be ordinarily circulated to the Members of Council for perusal after the issue of orders.

33. The Secretaries concerned should see that orders in the cases referred to above are issued at once and that the files are returned immediately after to the Chief Secretary for circulation to the Members.

34. In all other cases, the files will first be circulated to the Members of Council at Headquarters and then sent to the Secretariat concerned for the issue of orders.

Circulated to Members of Council for perusal of His Highness' orders before/after* issue of orders. (*Vide Rules* 31, 33 and 34 of the Subsidiary Rules for the conduct of business of Council in the Manual of Council Rules and Procedure.)

Chief Secretary to Government.

Through the Secretary to Government,

Gen. Department.

18/7/32

FIRST MEMBER OF COUNCIL. 19.7.32

SECOND MEMBER OF COUNCIL. 18/7/32

19/7/32

NOTE.—Contn. sheet

General and Revenue Secretariat | File No. | of 193 .

Serial No.

The assent of H.H having been received, draft G.O. publishing the Bill as Reg^n II of 1932 is submitted

Sd/ 21/7

Chief Secretary

21/7

TYPING SECTION * 22 JUL 1932 * GENL. & REV. SECTT.

TYPING SECTION * 26 JUL. 1932 * GENL. & REV. SECTT.

Sd/ 25/7/32

Sd/ 27

4 G.O No P 534 dt 26.7.32

to Compiler,

Order the publication of the Regulation further to amend the Act of Imposts Reg^n as Reg^n II of 1932

Proofs 29.7.32

Printed copies of Reg^n have been received. Submitted with draft forwarding copies to Residency.

drafts forwarding copies of Reg^ns I to III to the Govt of H.E.H the Nizam & Travancore are also submitted

Sd/ 19/8

Issued No Pol 200 dt 22.8.32

No 1129-30 dt 23.8.32

TYPING SECTION * 19 AUG. 1932 * GENL. & REV. SECTT.

NOTE—Contn. Sheet.

WD 70—GBPM—60,000—13-8-31

A Rec 25/8

Appendix I G. 1j

SUBJECT .....

.....

.....

Section Legis

File No. 45-31

Serial No. 1

Diary No. of letter replied to .....

No. Pol. 575 E/2

To The Secy to the

Hon'ble the Resident

General and Revenue Secretariat

( )

the *193* .

Sir,

I am directed to

Date of issue 20/11/31

forward herewith two

copies of the Bill further

Signed by Mr. H.V.R.

to amend the Payne

Bl. Awards Regn, 1926,

together with the Statem

of objects and Reasons

explaining the scope of

the measure

mentioned

List of enclosures .....

As ~~Stated~~ in the

said Statement of objects

Copied by Ram sing Dr. Boards

for the utilisation of the

~~railways cess and~~ interest

on railways cess for

Examined by .....

Communications are awaiting
enactment of this measure
and invite a view to help
them if it is proposed to
introduce the Bill as
an urgent measure at
the meeting of the Legislative to be held on 10.12.1931
and pass it at the same
sitting by suspending
the rules of business

I am therefore to request
that the sanction of
the Govt of India to
the passing of the Bill
may be obtained & Communicated
very early

I have etc

Sd/-

Secy to Govt
Law Dept

Govt

Dft
20/11/31

20th November 1931.

H.V. Ramaswami
General

I am directed to forward herewith two copies of the Bill further to amend the Mysore District Boards' Regulation, 1926, to-gether with the Statement of Objects and Reasons explaining the scope of the measure.

As mentioned in the said Statement applications from some District Boards for the utilisation of the interest on railway cess for improvement of ordinary communications are awaiting -- enactment of this measure and with a view to help them it is proposed to introduce the Bill as an urgent measure at the meeting of the Legislative Council to be held on 10th December 1931 and pass it at the same sitting by suspending the ruless of business.

I am therefore to request that the sanction of the Government of India to the passing of the Bill may be obtained and communicated very early.

I have the honour to be,
Sir,
Your most obedient servant,

General Secretary to Government.

NSG.2.

BILL FURTHER TO AMEND THE MYSORE DISTRICT BOARDS REGULATION, 1926.

Whereas it is expedient further to amend the Mysore District Boards' Regulation, 1926; It is hereby enacted as follows:-

For Section 68 of the said Regulation, the following shall be substituted :-

"68 (1) The District Board may levy with the previous sanction of the Government and subject to such rules or orders as may be framed by the Government in this behalf a railway cess not exceeding six pies in the rupee on all items of revenue on which local cess is levied.

(2) The cess levied under sub-section (1) shall, unless it is required for immediate use, be deposited in the Government Savings Bank or in any other Bank or securities approved by the Government.

(3) The cess and the interest or other income derived from its investment in a Bank or in securities or on construction of a Railway or Tramway shall, except as provided in sub-section (4), be utilised subject to such rules or orders that may be framed by the Government, for all or any of the purposes specified below:-

(a) For construction, maintenance and management of Tramways and Railways and other incidental charges.

(b) For discharging the loan or louns raised by the Board for the construction of Tramways and Railways and for payment of interest thereon and other incidental expenditure.

(c) For guaranteeing the payment of interest on capital expended on any Railway Tramway or other works which may directly improve the means of communications within the District or between the District and other Districts.

(4.) The whole or any portion of the interest or other income derived from investment of the Railway cess in a Bank or in securities or on construction of a railway or tramway may, with the previous approval of Government and subject to

to such orders as may be made by them, be utilized for works which may improve the means of comunication in the District provided it is not immediately required for expenditure on or it is in excess of the amount required for, the purposes specified in clauses (b) and (c) of sub-section (3)

Statement of objects and reasons.

Applications have been received from District Boards of Chitaldrug and Tumkur for the utilisation of Railway cess and interest on Railway cess respectively for improvement of -- ordinary communications. It is considered desirable to amend Section 68 of the District Boards Regulation so as to allow the utilisation on works which may improve the means of communications in the District of the whole or any portion of the interest derived from investment of Railway Cess not immediat ly required for expenditure or the income from railways which is in excess of the amount required for repayment with intere of the loans raised, or the amount required for guaranteeing the payment of interest on capital expended, for construction of Tramways or Railways.

Bill further to amend the Mysore District Boards Regulation, 1926.

Whereas it is expedient further to amend the Mysore District Boards' Regulation, 1926 it is hereby enacted as follows:-

For Section 68 of the said Regulation, the following shall be substituted:-

"68 (1) The District Board may levy with the previous sanction of the Government and subject to such rules or orders as may be ~~made~~ framed by the Government in this behalf a railway cess not exceeding six pies in the rupee on all items of revenue on which local cess is levied.

(2) The cess levied under sub-section (1) shall, unless it is required for immediate use, be deposited in the Government Savings Bank or in any other Bank approved by the Government or securities approved by the Government. invested

(3) The cess and the interest or other income derived from its investment ~~derived from its investment~~ in a Bank or in securities or ~~on~~ construction of a Railway or Tramway shall, except as provided in sub-section (4), be utilised ~~for all or any of the~~ Subject to such rules or orders that may be ~~made~~ framed by the Government, for all or any of the purposes specified below:-

(a) For the construction, maintenance and management of Tramways and Railways and other ~~accidental~~ incidental charges.

(b) For discharging the loan or loans raised by the Board for the construction of Tramways and Railways and for payment of

of interest thereon and other ~~incidental~~ incidental thereto, expenditure, and

(c) For guaranteeing the payment of interest on capital ~~expenditure~~ expended on any Railway Tramway or other works which may directly --- improve the means of communications within the District or between the District and other Districts.

(4) The whole or any portion of the interest or other income derived from investment of the Railway cess in a Bank or in securities or ~~on~~ construction of a railway or Tramway may, with the previous approval of Government and subject to such orders as may be made by them, be utilized for works which may improve the --- means of comunications in the District, provided it is not ~~unnecessarily~~ immediately required for expenditure or it is in excess of the amount --- required for the puppposes specified in clauses (b) and (c) of sub-section (3).

Statement of objects and reasons.

Applications have been received from District Boards of capital and income for the utilisation of Railway cess and interest on Railway cess respectively for improvement of ordinary communications and a resolution has been carried by the Legislative Council ~~transaction~~ Session of December 1930. It is considered desirable to amend -- Section 68 of the District Boards Regulation so as to allow the utilisation on works which may improve the means of communications in the District of the whole or any portion of the --- interest derived from investment of Railway Cess not immediately required for expenditure or the income from railways which is in excess of

the amount required for repayment with interest of the loans raised, or the amount required for guaranteeing the payment of -- interest on capital expended, for construction of Tramways or Railways.

57.1.2Φ

6.1.3Φ

Not finally passed by the Editing Reporter

II. General principles of the Bill further to amend the Mysore District Boards Regulation, 1926.

The Secretary to Government, General Department, explained the principles of the Bill, as follows:--

H.E.

Mr. D.S. Mallappa thanked the Government for having placed the Bill before the House. He said that in many districts, the railway cess was being collected with little or no prospect of any new railway line being opened in the near future, and the cess fund was getting accumulated. At a time when the Government were hard up for funds for the improvement of roads which were the only other means of transport, it was desirable to utilise the railway cess fund for the improvement of communications instead of allowing the money to lie idle. The Bill before the House contemplated the utilization of only the interest on the railway cess for the improvement of roads. That would not go very far. He thought that if the cess amount as a whole was made available, it would save the Government the trouble of their having to amend

the law again in the near future for providing for it.

The President said that a beginning might be made by utilising the interest only and then the prospect of raiding the fund further, if necessary, would be easier;

Mr. Mir Muhammad also supported the measure before the House.

Mr. G. MALLANNA opposed the general principles of the Bill. His reasons for doing so were that the railway cess was meant for the express purpose of opening up new railway lines and not for being spent on other communications. If this principle was not followed, the fund might be utilised for any other purpose in future with the result that when the time came for opening a new railway line, there would be no money in the said fund. In the second place, maintenance of roads was the main duty of the Government. The diversion of the interest on railway cess fund towards road maintenance would amount to an additional burden on the taxpayers for the up-keep of roads.

The DEWAN said that it was necessary to take a broader view of the matter After all, the measure was only a permissive one and nothing would be done against the wishes of the District Boards.

Mr. MALLANNA pointed out that if the interest on the accumulated funds were

utilised for road construction, there would be no ~~exp~~ scope for the fund to accumulate and if later on it was decided that a railway line should be put up in any particular district, there would be no funds available for the purpose.

The SECOND MEMBER OF COUNCIL pointed out that the interest would be devoted for the improvement of roads only in districts where there was no near prospect of opening new railways. Even there, the money ~~required for railway lines would be left interest and anything left over and the balance would~~ be utilised for roads. Government would consider all these matters before finally sanctioning the proposal for utilising the interest towards the improvement of roads.

actually collected for railway lines together with the accumulated interest would be left intact and only the interest that would accrue hereafter would

Mr. Dyavappa Gowda said that if it was proposed to utilise the interest for other than railway construction, then there was no reason why the railway cess should be recovered from the people at all. It might be finally abolished.

Mr. N.G. SANJEEVIAH said that the railway cess was a sort of taxation. Although the people were repeatedly pressing upon the attention of the Government the ~~total~~ necessity for the total abolition of the railway cess wherever there was no prospect of the construction of new railway lines, Government had ~~taken~~ laid no heed to that representation. It was a wonder to him how the non-official Presidents of the District Boards who ~~was~~ were opposed to the

c

continuance of the levy of the railway cess should now come forward and say that the rail way cess might ~~be~~ continue to be levied, but that the interest on the accumulated funds might be diverted towards the improvement of communications. In his view, the continuance of the cess was not in the interests of the raiyat population at all and that if it was continued, it should not be utilised for purposes other than railway construction.

A representative from the Shimoga District also supported the measure.

MR. SYED KHAJA PEERAN said that it was a well-known fact that in these days railways worked at a loss everywhere, the motor buses having taken their place. He therefore agreed that the improvement of communications was more necessary and that the interest on the cess fund might be utilised for that purpose.

Mr. K. CHANGALAROYA REDDY pointed out that the question at issue was not whether the railway cess should continue or not. The cess had been and was being collected and as there was no prospect of any construction of new railway lines in the near future, he agreed that the interest might be utilised for road construction as proposed in the measure before the House.

Mr. L. VEMA REDDY also spoke in favour of the Bill. He said that in the interior of the State, there were absolutely no transport facilities for the poor raiyats and that it

was important that road facilities should be brought to the homes of the villagers. He went further and said that the cess fund itself - a major part of it - might be utilised for road construction as railway lines would not benefit the interior villages at all.

MR. BAGAMANE DEVA GOWDA regretted that Government did not find it possible to extend railway facilities in the Kadur District. Kadur, ~~was~~ as was well-known, was a very backward district. There were not good transport facilities in the district and if the railway cess fund which at present amounted to nearly Rs. 10 lakhs was allowed to be frittered away on road improvement and other similar purposes, he was afraid that the original idea with which the cess was collected would be frustrated. He did not know the conditions in the other districts and he did not want to obstruct the passage of the Bill under discussion. But his main point was that if any particular District Board was in favour of utilising the cess, it should be made clear that their resolution should not be accepted unless three-fourths of the total number of members of the District Board voted in favour of the proposal. He also pointed out that it should be a rule that the corpus of the fund should under no circumstances be touched. He also urged upon the Government that they should be cautious while sanctioning the proposal of the District Board for utilising the interest on the fund towards

the improvement of communications.

Mr. M.C. LINGE GOWDA opposed the measur on the ground that the railway cess fund was meant for extending railway facilities and ~~xxx~~ as such should not under any circumstances be allowed to be utilised for any other purpose. If today the interest was allowed to be spent on an item other than railway construction, it would be no wonder if the next day a proposal was put forward to apply it for some other purpose. He was afraid that in that way there would be nothing left for railway construction eventually.

CAPT. Y.V. AYYA said that before sanctioning any proposal for the utilisation of the interest on the railway cess fund, lists should be prepared of places where it would be possible to give railway facilities and where not with a view to utilise the interest on the fund for road communications only in places where it was not proposed to extend the railway facilities.

*) He added that this was a proposal put forward by the District Board Presidents who were young and ~~xxxxxxx~~ and who wanted large sums of money for expenditure.

Mr. G. CHANNAPPA said that this ~~xxx~~ proposal was first put forward ~~xxxxx~~ not by any non-official Presidents of District Boards as was suggested by Mr. Linge Gowda but by the Deputy Commissioner of Chitaldrug when he was the President of the Distt Board. So far as the Chitaldrug District was concerned, the possibilities ~~xxxxxxx~~ of the Tumkur-Chitaldrug railway line were investigated and it was found to be unprofitable. It was

therefore considered useless to accumulate the cess fund. There were many representations from the people for opening up new roads, but the District Board could not meet the demand. It was thought that the ~~fundxxx~~ railway cess fund could be better utilised for the improvement of communiations in the District and a Committee was appointed to go into the question and its recommendation was submitted to Government. After all, the measure before the House was only an enabling one and whichever District ~~Xxxxx~~ Board wanted better road facilities ~~can~~ could apply for the utilisation of this fund. It did not mean that the moment the amendment was ~~ap~~ passed, all the interest amount available in each district was going to be utilised for road construction. In these days of bus traffic, roads were more important to the rural population than the railways.

Mr. B.P. BASAPPA GOWDA doubted whether the very same non-official Presidents who favoured the present proposal would ~~xx~~ have agreed to the proposal if they had nd been such Presidents. He was of opinion that the measure was opposed to an important principle involved, viz., that the railway cess should be employed only for the construction of railways. So far as Kadur District was concerned, he said that it was ~~practically benighted~~ very backward in the matter of railway facilities. There were absolutely no facilities in the district for the transport of forest and other produce

of the district. As such, he thought that the construction of a railway line in the district was very necessary.

In regard to road development he ~~that~~ said that the petrol tax had recently been enhanced, and the road cess was already being levied. ~~and even~~ In spite of these measures, the roads were not properly taken care of. While such was the case, he doubted whether the utilisation of the cess fund would help ~~motions~~ to improve communications. He also doubted whether the opinion of the District Boards was necessarily the opinion of the people.

The question of the utilisation of the cess fund for road development was yet under the consideration of the District Board and no decision had been reached and he would not therefore agree to the measure ~~now~~ under discussion.

Mr. GOPALACHAR was in favour of the proposed measure.

Mr. DYAVAPPA GOWDA had no objection to the interest on the railway cess being diverted to road development provided that the amount was distributed to the Village Panchayets instead of being administered by the District Boards from headquarters.

(Continued by Mr. N.S.P.)

23rd.
1-30 to 3.

Bill finally passed by the Hon'ble Chief Reporter

General Principles of the Bill further to amend the Mysore District Boards Regulation, 1926, continued.

Mr. KRISHNAMURTHYA CHAR opposed the measure and was of the opinion that the cess should be utilised only for the construction of Railway lines and Tramways.

Mr. P.T. SATYANARAYANA SETTY supporting the measure observed that the existing District Board Regulation did not empower the District Boards to utilise the railway cess fund for any purpose other than that for the construction of railway cess lines in each district. Certain district boards had a large accumulated amount of railway cess lying idle without any prospect of its being utilised in the near future for the construction of any railway lines in their districts. They therefore considered it proper to utilise a portion of such fund for the improvement of road communications in their districts. As however they had no power to do that under the provisions of the District Board Regulation, they suggested that an enabling clause should be inserted in the Regulation to provide for the utilisation of the cess fund, under the circumstances mentioned by them, for the improvement of road communications. It would thus be seen that Government themselves did not take the initiative in the matter. But, it was on the suggestion of the District Boards that the present bill was brought up before the House. That Bill moreover provided

provided only for the utilisation of the interest derived from the investment of railway cess and not the corpus itself. And it did not also give power to the District Boards to utilise that amount straightway. It was necessary that Government should, on a consideration of all circumstances, sanction the proposal. There was thus no fear as entertained by some members that all the accumulated railway cess fund would be spent away and that nothing would be left if later on it was proposed to start any railway lines in the districts. He did not think that it was a proper thing to do allow the accumulated fund to lie idle without without any guarantee that they would be utilised sooner or later for the specific purpose for which they were collected. In these circumstances, he strongly supported the measure.

Mr. S.C. MALLAIYA opposed the Bill on the ground that, although the idea underlying it was good, it went against an important principle, namely, that a fund created for a particular purpose should not be utilised for a different purpose. The indirect effect of passing a measure of this kind was, in his opinion, that Government would absolve themselves of all responsibility to take up railway construction in the districts and that was indeed a pity.

Mr. T. MARIAPPA also opposed the Bill on the main ground that a cess collected for a specific purpose, namely, for the -

the construction of rail ays should not be utilised for the construction of roads. If the principle of diversion of funds, in the present case, was allowed, it might later on be argued that the same fund on the same analogy might be diverted for any other purpose also.

Mr. M.S. LINGE GOWDA did not think that the question of a principle should be allowed to interfere in a case of this kind where the more practical and necessary way of dealing with the cess fund was possibly in the best interests of the ryot population. The situation at present was that the villagers did not much care whether a railway line was constructed between two places with which their villages were not in the least communicated, but their chief concern was ~~xhx~~ to have better facilities for travelling from one village to another and from the village to the town. The ~~sixuxixmmxxx~~ speaker went further than the Bill and suggested that provision might also be made for utilising the entire fund also for improving road communications in districts.

Mr. ABDUL AZIZ was of the opinion that the railwa cess should be utilised for the very object for which it was ~~xxeaxed~~ collected and that no diversion of the fund should be allowed for any other purpose.

Mr. SUBBANNA NAIK said that the railway cess was levied at a time when it was considered that the construction of railway lines was found to be very necessary. The times having changed and buses having begun to ply into the interior parts of the country, the ryots came to realise that roads were more necessary for them than railways, so that they might go freely from village to village. The speaker therefore thought that it would be better if the Village Panchayets were also allowed to operate on a portion of the interest amount for the improvement of communications in their villages.

Mr. RAMIAH SETTY said that railway cess was collected from every body in the district and the construction of a railway line with the aid of that cess would not help all the people who paid the cess. On the other hand, improvement of roads or the construction of new communications would better serve the purpose of the ryots of the interior villages.

The SECOND MEMBER OF COUNCIL speaking on behalf of Gvernment observed that the subject had been dealt with at great length with very great interest. The only point for consider ion was in the present case was whether the measure under consideration was beneficial to the people at large. From the dis ussion it looked as if almost all the members approved the object underlying the Bill but that some of them opposed it on the ground that it was contrary to a certain principle, namely, that

that it would violate the original promise c utilising the cess fund only for the construction of railways. There was no doubt that in some places railways had been opened with the aid of the cess. But, in some other districts there were various difficulties, as for instance at Kadur. At one time it was proposed to take up the line from Kadur to Chickmagalur and estimates als were got prepared; but, on a thorough investigation of the financial results, it was found that they were not quite adequate and hence the project had to be dropped. In Tumkur the railway scheme could not be put through for similar reasons. In the Mysore District some lines were opened with the aid of the cess fund and also with the aid of debenture loans floated by the District Boar

It was contended that the original levy was mainly for the construction of railway lines. But it was found that in one or two districts there was absolutely no scope for carrying on the railway policy immediately. Nay, there was not even the near the prospect of considering such a poli in connection with those districts. Hence instead of keeping the money collected by them idle, it was now proposed to utilise only the interest to accrue on it hereafter for the improvement or construction of roads It seemed that the local people would be amply satisfied if they were given either railways or something which would give them some relief in the matter of easy transport.

Hence, wherever railway construction was not immediately possible, it was suggested that an enabling clause should be inserted in the District Board Regulation in order to enable the District Boards to utilise the interest alsone for the improvement of means of - communication. On a careful reading of the District Board Regulation, it would be found that the cess could be used for " co munications". This term was very wide, including as it did the construction of roads also. It was not possible to give railway connection to every village. It might not also be possible to give roads to every village. But, while the difficulty for giving railway connection was very great, it was much less in the case of giving road communications. Hence, when the people were required to pay the railway cess year after year, it was not considered right to keep the collections idle indefinitely without any prospect of giving the villagers either railways or any other benefit. Hence relief was required to be given. And one of the ways that was - considered best was to spend the interest derived from investment of Railway cess for the improvement of communications.

Nextly, it was remarked by certain members that by passing the present measure all chances of opening railways hereafter would disappear. He thought that this view was not correct. Wherever the construction of railway was possible and paying, the matter

matter would certainly be considered. Moreover, permission to utilise the interest would not be given fa as a matter of course for the mere asking. The amendment refers only to such of the districts where there was no prospect of the construction of any railway in the immediate future. Even the entire interest would not be spent on the improvement of road communications. Whatever was not likely to be needed for immediate necessities would alone be utilised. He therefore said that the present measure would not in the least interfere with the general railway policy of the State.

The general principles of the Bill were thereupon put to the vote and accepted by a large majority.

District Bd Reg
24

S i r,

I beg to move that the Bill to amend the District Boards Regulation published under Rule 8 be read in Council Under Section 68 of the present District Boards Regulation, District Boards are empowered to levy Railway Cess and to spend it solely for the construction of Tramways and Railways and for guaranteeing the payment of interest on capital expended on railways or other works. The cess is being levied in certain Districts and the proceeds thereof have been utilized partly or wholly for the construction of railways. In a few districts where the cess is levied no fresh railway construction can be taken up immediately as it was found on a thorough investigation that the projected lines would not pay. The construction of railways in those districts are, therefore, held up and it is not known when circumstances will be favourable for undertaking them. In the meanwhile, the cess has been accumulating. It has been suggested by certain District Boards that instead of keeping money idle in this manner, the income from the accumulated cess funds may be utilized for improvement or construction of roads. There is reason and force in this request. Owing to

to the financial stringency, District Boards have not sufficient funds of their own to keep their existing roads in good repair, not to speak of making new roads. It is therefore proposed to put in an enabling clause in Section 68 empowering District Boards with the sanction of Government to utilize the whole or any portion of income derived from the investment of railway cess on works which may improve the means of communication in the District. I need hardly add that such a provision does not mean that the chance of opening railway hereafter in those districts would disappear. Whenever it appears the construction of railways in those Districts is a paying proposition, the matter will certainly be considered again.

The general principles of the Bill were placed before the Representative Assembly and were approved by them and I move that the Bill be read in Council.

Railway cess

District	Year from which levied	Rate	Amount 1930-31.	Remarks
Bangalore.	No. Not imposed.			
Kolar.	1914-15.	6 pies	6,5,886	Reduced to 3 pies from 1 + Formed into sinking Fund
Tumkur.	1915-16.	3 pies.	7,81,409.	
Mysore.	1916-17.	3 pies.	1,04,754.	Sinking fund formed out of this, for the D:-B:D. Railway.
Hassan.	Not imposed			
Shimoga.	1916-17.	3 pies.	14,103.	The collections are handed over to Govt. for extending Ry. communication.
Kadur.	1916-17.	6 pies.	8,64,440.	
Chitaldrug.	1915-16.	6 pies.	9,40,276.	

N.B. 1. The Kolar and the Mysore D. Boards are the only two D.B. owning Railways. Both the lines are worked by the Govt. For discharging the loans, sinking funds are formed out of the Ry. cess collections.

2. In the Shimoga D., the cess collections are handed over to Govt. for extending Ry. communication.

Boards Regulation,

1926.

Statement of General Principles:-

Under Section 68 of the Mysore District Boards Regulation, Railway Cess should be utilized solely for the construction of Railways and tramways or for gauranteeing the payment of interest on capital expended on any Railway, Tramway, or other works which may directly improve the means of communications within the district in which it is levied or between such district and other districts. The Chitaldrug District Board resolved on 18th January 1930 that they may be permitted to utilize the Railway Cess, for the improvement of ordinary communications. Subsequently the Tumkur District Board requested Government in November 1930 that they may be permitted to utilize the interest on Railway Cess for the construction and maintenance of roads. The District Boards of Kolar, Mysore and Shimoga who were consulted in the matter have agreed to the proposal of the Tumkur District Board.

(Flag J. No 116-30-1)

No 112-30-1. Flag X.

It is accordingly proposed to amend Section 68 of the District Boards Regulation, so as to allow the utilization, on works which may improve the means of communication in the District, of the whole or any portion of the interest derived from investment of Railway Cess not immediately required for expenditure, or the income from Railways which is in excess of the amount required for repayment with interest of the loans raised, or the amount

required for gauranteeing the payment of interest on capital expended for the construction of tramways or railways.

The matter is referred to the Representative Assembly for an expression of their views.

24/2/31

25.9.31

Bill further to amend the Mysore District Boards Regulation, 1926.

Statement of General Principles:-

Under Section 68 of the Mysore District Boards Regulation, Railway Cess should be utilized solely for the construction of Railways and tramways or for guaranteeing payment of interest on capital expended on any Railway, Tramway, or other works which may directly improve the means of communications within the district in which it is levied or between such district and other districts. The Chitaldrug District Board resolved on 18th January 1930 that they may be permitted to utilize the Railway Cess, for the improvement of ordinary communications. Subsequently the Tumkur District Board requested Government in November 1930 that they may be permittedto utilize the interest on Railway Cess for the construction and maintenance of roads. The District Boards of Kolar, Mysore and Shimoga who were consulted in the matter have agreed to the proposal of the Tumkur District Board.

It is accordingly proposed to amend Section 68 of the District Boards Regulation, so as to allow the utilization works which may improve the means of communication in the District, of the whole or any portion of the interest derived from investment of Railway Cess not immediately required for expenditure, or the income from Railways which is in excess of the amount required for repayment with interest of the loans raised, or the amount required for guaranteeing the payment of interest on capital expended for the construction of tramways or railways.

The matter is referred to the Representative Assembly for an expression of their views.

Chairman
For Secy to Govt
Legislative

BILL FURTHER TO AMEND THE MYSORE DISTRICT BOARDS REGULATION, 1926.

Whereas it is expedient further to amend the MYSORE DISTRICT BOARDS REGULATION 1926, it is hereby enacted as follows:--

For section 68/ of the said Regulation the following shall be substituted:-

"68 (1). The District Board may levy with the previous sanction of the Govt. and subject to such rules ar orders as may be made by the Govt. in this behalf a railway cess not exceeding 6 pies in the rupee on all items of revenue on which local cess is levied.

(2) The cess levied under sub section (1) shall, unless it is required for immediate use, be deposited in the Govt. Savings Bank or in any other bank or securities approved by the Govt.

(3) The cess and the interest or other income derived from its investment in a bank or in securities or on construction of a railway or tramway shall, except as provided in sub section (4), be utilised subject to such rules or orders that may be made by the Govt. for all time or any of the purposes specified below:--

(a) For construction, maintenance, and management of tramways and railways and other incidental charges.

(b) For discharging the loan or loans raised by the Board for the construction of tramways and railways and for payments of interest thereon and other incidental expenditure, and (c) for guaranteeing the payment of interest on capital expenditure on any railway, tramway, or other works which may directly improve the means of communications within the district or between the district and other districts.

(4) The whole or any portion of the interest or other income derived from investment of the railway cess in a bank or in securities or on construction of/a railway or tramway

may with the previous approval of Govt. and subject to such orders as may be made by them, be utilised for works which may improve the means of communication in the district, provided it is not immediately required for expenditure on or it is in excess of the amount required for, the purposes specified in clauses (b) and (c) of sub-section (3).

G. R. S. VII—S-III/4]

PUBLIC OFFICES BUILDINGS.

Dated Bangalore, 23rd November *1951.*

FROM

S.P. Rajagopalachari, Esq., B.A., B.L.,
Second Member of Council,
& Member, Mysore Legislative Council.

To Rajakaryaprasakta Diwan Bahadur
M.N. Krishna Rao, Esq., B.A.,
Dewan of Mysore.

SIR,

I beg to request your sanction in writing under Section 9 (1) of Regulation XIX of 1923, for introducing a bill further to amend the Mysore District Boards' Regulation, 1926.

at a meeting of the Mysore Legislative Council.

I have the honor to be,
Sir,
Your most obedient servant,

S Rajagopal

Member.

W L 02234—GPB—500—13-3-17

G. R. S. VI--P-2]

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

Office of the Dewan of Mysore.

Dated, Bangalore, 23rd November 1931.

No......

Mr. S.P. Rajagopalachari Member of the Mysore Legislative Council, is hereby permitted to introduce a bill further to amend the Mysore District Boards' Regulation, 1926.

.....

.....

.....

.....

at a meeting of the said Council, subject to the rules for the time being in force under the Mysore Legislative Council Regulation, 1923.

M Visvesvaraya

Dewan of Mysore.

26/2/32 Pol 794
P 831 34

All communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No. 8854
336-1931.

Legis 45-31-2

FROM

Captain G. Kirkbride,

SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The General Secretary to the Government of

His Highness the Maharaja of Mysore.

GENERAL SECRETARIAT
10 DEC 1931
No. ltr

Rec'd at 4.30 pm
CL

Dated Bangalore, 9th Decr. *193* 1.

Subject.

A Bill further to amend the Mysore District Boards' Regulation, 1926.

SIR,

With reference to your letter No. Pol.575/L.B.112-30, dated the 20th November, 1931, I am directed to inform you that the Governor General in Council is pleased to accord his consent to the Bill referred to above being passed into law, on the understanding that he retains over it the power and authority which vest in him by virtue of Article 18 of the Treaty, dated the 26th November, 1913.

I have the honour to be,

Sir,

Your most obedient servant,

Captain.
SECRETARY TO THE RESIDENT.

No. 9

35

OFFICE OF THE SECRETARY, LEGISLATIVE COUNCIL.

No. 3962-7 *Dated Bangalore* 16/1/1932.

OFFICIAL MEMORANDUM.

To

Vide personnel Classd

Member, Mysore Legislative Council.

A meeting of the Select Committee to consider the bill Govt Bill to amend the Mysore District Boards' Regulations, 1926,

will be held in the Chambers of the Elected Members of Council Offices Bangalore at 3-30 P.M. on Friday the 29th January 1932.

By Order,

for Secretary, ~~Mysore Legislative Council.~~

Copy with list of members to:-
(1) Office Branch for minute making the necessary seating arrangements
(2) P.A. to Minister
(3) R.A. & L.C.

Vide 11.2.32

WD 2284—200—3-9-24

Appendix F G—1]

SUBJECT .

Section

File No.

Serial No.

Diary No. of letter replied to .....

No 4174 (1)

To R. Ranga Rao Esq, B.A. B.L.
Member, Leg. Regs & Gen. Secy to Govt

General and Revenue Secretariat

( )

the '193 .

Date of issue 27/1/32

Signed by M. C. S. R.

Sir

I am directed to state that under order 5 of the Standing Orders for the conduct of business of the Legislative you are appointed a member of the S.C to consider the Bill further to amend the Legislative Councils Regs, 1926, and to request that you will be so good as to be present at the meeting of the said Committee to be held at 3.30 P.M

List of enclosures .....

Copied by .....

Examined by .....

37

on Friday the 29th January
1932 in the Chambers of
the Second Member of Council
at Public Offices
copy of tender Lance etc
is also enclosed.

Chief Secy & Govt
C
26/1/32

Done
26/1/32

Appendix F G—1

SUBJECT .....

.....

.....

Section Legs

File No. 45-31

Serial No. 3

Diary No. of letter replied to .....

No 4410 (4)

To Notification

Section 49 of the Standing Orders for the Conduct of Business of the Leeward Islands Legislative Council the following Report of the Select Committee on the Bill further to amend the Leeward Islands Brands Regulation, 1926, is published for general information by Order

General and Revenue Secretariat

( )

the 193

Date of issue 6/7/32

Signed by M. Thompson N. Mbooth

List of enclosures .....

Copied by .....

Examined by .....

The Chief Secy to Govt

The Compiler, Leeward Islands Gazette

for publication in Part of the

Gazette and fees the printing
& supply of 450 copies in
English & 50 in Kannada
to this office. Final Proof may
kindly be sent to this
office for approval before
publication)

Copy to Translation Section

Bom
30/4/32

Bom
6/5

Report of the Select Committee on the Bill further to amend the Mysore District Boards' Regulation, 1926.

We, the undersigned, members of the Select Committee to which the Bill further to amend the Mysore District Boards' Regulation, 1926, was referred have considered the Bill and have now the honor to ~~submit herewith this our~~ ~~R~~eport ~~T~~hat The Bill requires no change, except that The word "Mysore" may be inserted before "Government Savings Bank" in sub-clause so as to be in conformity with the language of Sub-Section (2) of Section 62.

The Bill need not be republished.

Mathpal (Chairman
K.V. Anantaramaiah
L. Channabasappa.
D. Mallappa
M.B. Hiregoudra
R. Rangarao

(Subject to a Note of dissent recorded)

Chikkanayakanahalli
Secretary
Bangalore 29th June 1932

Bangalore
the 29th June 1932

I, Chunchalingappa, Secretary to the Committee, was present at the meeting.

I am of opinion that the diversion of the cess levied for the purpose of the Corporation of the City of Bangalore is not permissible under the Mysore District Boards' Regulation, 1926, and that the Bill should not be passed unless there is no objection to the diversion by a Railway or tramway being taken up in the near future and unless any proposal for the utilization of the interest on the R[illegible] accumulations for improvement of roads communications shall be sanctioned unless it is also accompanied

by a proposal to suspend it or a decision to move away
from the current position of the cable

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

General and Revenue Secretariat.

No. ~~FA~~ 4410 (1) 45.81.3 Legn

Financial Secretariat.

Dated, Bangalore 6th Feb. *1932.*

NOTIFICATION.

Under order 49 of the Standing Orders for the ~~xxxxxx~~ conduct of business of the Mysore Legislative Council the following Report of the Select Committee on the Bill further to amend the Mysore District Boards Regulation, 1926, is published for general information.

By order,

(Sd) N. Madhavarao

Chief Secretary to Government.

T

The Compiler, Mysore Gazette, for publication in Part IV of the Gazette and the printing and supply of 150 copies in English and 50 in Kannada to this Office. Final proof may kindly be sent to this office for approval before publication.

Press copy

for Chief Secy Govt

Report of the Select Committee on the Bill further to amend the Mysore District Boards' Regulation, 1926.

We, the undersigned, members of the Select Committee to which the Bill further to amend the Mysore District Boards' Regulation, 1926, was referred have considered the Bill and have now the honor to report that the Bill requires no change, except that the word "Mysore" may be inserted before "Government Savings Bank" in Sub Clause (2) so as to be in conformity with the language of Sub-Section (2) of Section 62.

The Bill need not be re____shed.

Sd/- K. Matthan (Chairman)
G. Channappa
D.S. Mallappa
M.C. Linge Gowda
R. Ranga Rao
K.R. Srinivasaengar,
(subject to a qualifying Note)
*

Bangalore,
Dated 29th January 1932.

*Mr. K. Chengalraya Reddy the other member of the Committee was unable to be present at the meeting.

Qualifying Note of Rajasabhabhushana K.R. Srinivasiengar.

.....

I am of opinion that the diversion of the cess (either of its corpus or the interest thereon) for improvement of road communications should not be permitted unless there is no likelihood of the construction of a Railway or tramway being taken up in the near future and that any proposal for the utilization of the interest on the Railway Cess accumulation for improvement of road communications should not be sanctioned unless it is also accompanied by a proposal to suspend or abolish the recovery of the cess during the period it is so utilised.

R.G.2.

NOTIFICATION.

No. P. 4410 (1)—Legis. 45-31-3, dated 6th February 1932.

Under order 49 of the Standing Orders for the conduct of business of the Mysore Legislative Council the following Report of the Select Committee on the Bill further to amend the Mysore District Boards Regulation, 1926, is published for general information.

By Order,
N. MADHAVA RAO,
Chief Secretary to Government.

Report of the Select Committee on the Bill further to amend the Mysore District Boards Regulation, 1926.

We, the undersigned, members of the Select Committee to which the Bill further to amend the Mysore District Boards Regulation, 1926, was referred have considered the Bill and have now the honor to report that the Bill requires no change, except that the word "Mysore" may be inserted before "Government Savings Bank" in Sub-Clause (2) so as to be in conformity with the language of Sub-Section (2) of Section 62.

The Bill need not be re-published.

K. Matthan, (*Chairman*).
K. V. Anantaraman.
G. Channappa.
D. S. Mallappa.
M. C. Linge Gowda.
R. Ranga Rao.
K. R. Srinivasiengar.
(subject to a qualifying Note)*

BANGALORE,
Dated 29th January 1932.

*Mr. K. Chengalraya Reddy the other member of the Committee was unable to be present at the meeting.

Qualifying Note of *Rajasabhabhushana* K. R. Srinivasiengar.

I am of opinion that the diversion of the cess (either of its corpus or the interest thereon) for improvement of road communications should not be permitted unless there is no likelihood of the construction of a Railway or tramway being taken up in the near future and that any proposal for the utilization of the interest on the Railway Cess accumulation for improvement of road communications should not be sanctioned unless it is also accompanied by a proposal to suspend or abolish the recovery of the cess during the period it is so utilised.

NOTIFICATION.

No. Rl. 2092—*L. C., dated the* 13*th November* 1931.

Under Rule 8 of the Rules for the conduct of busines of the Mysore Legislative Council, the accompanying Bil to amend the Mysore District Boards' Regulation, 1926, i published for general information with the statement o objects and reasons.

By order,
C. SUBRAHMANYA AIYAR,
Ex-officio *Secretary*,
Mysore Legislative Council

Bill further to amend the Mysore District Boards' Regulation, 1926.

Whereas it is expedient further to amend the Mysore District Boards' Regulation, 1926: It is hereby enacted as follows:—

For section 68 of the said Regulation, the following shall be substituted:—

"68 (1) The District Board may levy with the previous sanction of the Government and subject to such rules or orders as may be framed by the Government in this behalf a railway cess not exceeding six pies in the rupee on all items of revenue on which local cess is levied. Power of District Board to levy Railway cess.

(2) The cess levied under sub-section (1) shall, unless it is required for immediate use, be deposited in the Government Savings Bank or in any other Bank approved by the Government or invested in securities approved by the Government.

(3) The cess and the interest or other income derived from its investment in a Bank or in securities or on construction of a railway or tramway shall, except as provided in sub-section (4), be utilised subject to such rules or orders that may be framed by the Government, for all or any of the purposes specified below:—

(*a*) for the construction, maintenance and management of tramways and railways and other charges incidental thereto,

(*b*) for discharging the loan or loans raised by the Board, for the construction of tramways and railways and for payment of interest thereon and other expenditure, incidental thereto, and

(*c*) for guaranteeing the payment of interest on capital expended on any railway, tramway or other works which may directly improve the means of communications within the District or between the District and other Districts.

(4) The whole or any portion of the interest or other income derived from investment of the railway cess in a Bank or in securities or on construction of a railway or tramway may, with the previous approval of the Government and subject to such orders as may be made by it, be utilized for works which may improve the means of communications in the District, provided it is not immediately required for expenditure on or it is in excess of the amount required for, the purposes specified in clauses (*b*) and (*c*) of sub-section (3)."

Statement of Objects and Reasons.

Applications have been received from District Boards of Chitaldrug and Tumkur for the utilisation of railway cess and interest on railway cess respectively for improvement of ordinary communications. It is considered desirable to amend section 68 of the District Boards' Regulation so as to allow the utilisation on works which may improve the means of communications in the District of the whole or any portion of the interest derived from investment of railway cess not immediately required for expenditure or the income from railways which is in excess of the amount required for repayment with interest of the loans raised, or the amount required for guaranteeing the payment of interest on capital expended for construction of tramways or railways.

NOTIFICATION.

No. Rl. 2092--*L. C., dated the* 13*th November* 1931.

Under Rule 8 of the Rules for the conduct of business of the Mysore Legislative Council, the accompanying Bill to amend the Mysore District Boards' Regulation, 1926, is published for general information with the statement of objects and reasons.

By order,
C. SUBRAHMANYA AIYAR,
Ex-officio *Secretary*,
Mysore Legislative Council.

Bill further to amend the Mysore District Boards' Regulation, 1926.

Whereas it is expedient further to amend the Mysore District Boards' Regulation, 1926: It is hereby enacted as follows:—

For section 68 of the said Regulation, the following shall be substituted:—

"68 (1) The District Board may levy with the previous sanction of the Government and subject to such rules or orders as may be framed by the Government in this behalf a railway cess not exceeding six pies in the rupee on all items of revenue on which local cess is levied.

(2) The cess levied under sub-section (1) shall, unless it is required for immediate use, be deposited in the Government Savings Bank or in any other Bank approved by the Government or invested in securities approved by the Government.

(3) The cess and the interest or other income derived from its investment in a Bank or in securities or on construction of a railway or tramway shall, except as provided in sub-section (4), be utilised subject to such rules or orders that may be framed by the Government, for all or any of the purposes specified below:—

(*a*) for the construction, maintenance and management of tramways and railways and other charges incidental thereto,

(*b*) for discharging the loan or loans raised by the Board, for the construction of tramways and railways and for payment of interest thereon and other expenditure, incidental thereto, and

(*c*) for guaranteeing the payment of interest on capital expended on any railway, tramway or other works which may directly improve the means of communications within the District or between the District and other Districts.

(4) The whole or any portion of the interest or other income derived from investment of the railway cess in a Bank or in securities or on construction of a railway or tramway may, with the previous approval of the Government and subject to such orders as may be made by be utilized for works which may improve the means communications in the District, provided it is not immediately required for expenditure on or it is in excess of the amount required for the purposes specified in clauses (*b*) and (*c*) of sub-section (3)."

STATEMENT OF OBJECTS AND REASONS.

Applications have been received from District Boards Chitaldrug and Tumkur for the utilisation of railway cess and interest on railway cess respectively for improvement of ordinary communications. It is considered desirable to amend section 68 of the District Boards Regulation so as to allow the utilisation on works which may improve the means of communications in the District of the whole or any portion of the interest derived from investment of railway cess not immediately required for expenditure or the income from railways which is in excess of the amount required for repayment with interest of the loans raised, or the amount required for guaranteeing the payment of interest on capital expended for construction of tramways or railways.

Personnal of the Select Committee appointed to consid the Bill further to amend the Mysore District Boards' Regu tion 1926,

****

Rajamanthrapravina
K.Matthan, B.A., (Chairman)

1. Rajasabhabhushana
K.R.Srinivasa Iyengar,
2. Mr.K. Changalaraya Reddi
3. " D.S.Mallappa
4. " K.V.Anantharaman
5. " R.Ranga Rao
6. " M.C.Linge Gowda
7. " G.Channappa.

PROCEEDINGS OF THE GOVERNMENT OF HIS HIGHNESS

THE MAHARAJA OF MYSORE.

***** :O: *****

Order No.

Dated, Bangalore, 22nd July 1932.

Ordered that the accompanying Regulation further to amend the Mysore District Boards Regulation, 1926 which received the assent of His Highness the Maharaja, on the 15th day of July 1932, be published as Regulation No. II of 1932 in the Mysore Gazette for general information.

Chief Secretary to Government.

To

The Compiler, Mysore Gazette, for Publication in part IV of the Gazette in English and Kannada and supply of spare copies in English and Kannada as per standing orders. The final proof should be sent to this office for approval and print order.

P.H.

NOTIFICATION.

No. P. 4411—Legis. 45-31-3, dated 6th February 1932.

Under Order 49 of the Standing Orders for the conduct of business of the Mysore Legislative Council, the following Report of the Select Committee on the Bill further to amend the Mysore District Boards Regulation, 1926, is published for general information.

By Order,
N. MADHAVA RAO,
Chief Secretary to Government.

Report of the Select Committee on the Bill further to amend the Mysore District Boards Regulation, 1926.

We, the undersigned, members of the Select Committee to which the Bill further to amend the Mysore District Boards Regulation, 1926, was referred have considered the Bill and have now the honor to report that the Bill requires no change, except that the word "Mysore" may be inserted before "Government Savings Bank" in sub-clause (2) so as to be in conformity with the language of sub-section (2) of section 62.

The Bill need not be re-published.

K. Matthan (*Chairman*).
K. V. Anantaraman.
G. Channappa.
D. S. Mallappa.
M. C. Linge Gowda.
R. Ranga Rao.
K. R. Srinivasiengar.

(subject to a qualifying note).*

BANGALORE,
Dated 29th January 1932.

Mr K. Chengalraya Reddy, the other member of the Committee, was unable to be present at the meeting.

*Qualifying note of *Rajasabhabhushana* K. R. Srinivasiengar.

I am of opinion that the diversion of the cess (either of its corpus or the interest thereon) for improvement of road communications should not be permitted unless there is no likelihood of the construction of a railway or tramway being taken up in the near future and that any proposal for the utilization of the interest on the Railway Cess accumulation for improvement of road communications should not be sanctioned unless it is also accompanied by a proposal to suspend or abolish the recovery of the cess during the period it is so utilised.

SUBJECT .....

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Section depts

File No. 45-31

Serial No.

Diary No. of letter replied to ..... Order No. P 534/Ent.

To

Order No:-

General and Revenue Secretariat

( )

the *193* .

Ordered that the accompanying Regulation further to amend the Mysore District Boards Regulation, which received the assent of His Highness the Maharaja, on the fifteenth day of July 1932, be published as Regulation No II of 1932 in the Mysore Gazette for general information

Date of issue 26/7/32

Signed by Jno C S Doyle.

List of enclosures .....

Chief Secy to Govt

Copied by .....

the Compiler, Mysore Gazette for publication in Part of the Gazette in Eng & Kan... and supply of Stamps

Examined by .....

in my Command as per Standing
Orders. The final proof sheets
be sent to this office for Approval
& Print order

Copy to Lauderdale Secty

NOTIFICATION.

No. Rl. 2092—*L. C.*, *dated the* 13*th November* 1931.

Under Rule 8 of the Rules for the conduct of business of the Mysore Legislative Council, the accompanying Bill to amend the Mysore District Boards' Regulation, 1926, is published for general information with the statement of objects and reasons.

By order,

C. SUBRAHMANYA AIYAR,
Ex-officio *Secretary*,
Mysore Legislative Council.

Regulation No II of 1932 assented to by His Highness the Maharaja on the Fifteenth Day of July 1932.

A ~~Bill~~ Regulation further to amend the Mysore District Boards' Regulation, 1926.

Whereas it is expedient further to amend the Mysore District Boards' Regulation, 1926: It is hereby enacted as follows:—

For section 68 of the said Regulation, the following shall be substituted:—

Power of District Board to levy Railway cess.

"68 (1) The District Board may levy with the previous sanction of the Government and subject to such rules or orders as may be framed by the Government in this behalf a railway cess not exceeding six pies in the rupee on all items of revenue on which local cess is levied.

(2) The cess levied under sub-section (1) shall, unless it is required for immediate use, be deposited in the Mysore Government Savings Bank or in any other Bank approved by the Government or invested in securities approved by the Government.

(3) The cess and the interest or other income derived from its investment in a Bank or in securities or on construction of a railway or tramway shall, except as provided in sub-section (4), be utilised subject to such rules or orders that may be framed by the Government, for all or any of the purposes specified below:—

(*a*) for the construction, maintenance and management of tramways and railways and other charges incidental thereto,

(*b*) for discharging the loan or loans raised by the Board, for the construction of tramways and railways and for payment of interest thereon and other expenditure, incidental thereto, and

(*c*) for guaranteeing the payment of interest on capital expended on any railway, tramway or other works which may directly improve the means of communications within the District or between the District and other Districts.

(4) The whole or any portion of the interest or other income derived from investment of the railway cess in a Bank or in securities or on construction of a railway or tramway may, with the previous approval of the Government and subject to such orders as may be made by it, be utilized for works which may improve the means of communications in the District, provided it is not immediately required for expenditure on or it is in excess of the amount required for, the purposes specified in clauses (*b*) and (*c*) of sub-section (3)."

Mirza M. Ismail
Dewan.

STATEMENT OF OBJECTS AND REASONS.

Applications have been received from District Boards of Chitaldrug and Tumkur for the utilisation of railway cess and interest on railway cess respectively for improvement of ordinary communications. It is considered desirable to amend section 68 of the District Boards' Regulation so as to allow the utilisation on works which may improve the means of communications in the District of the whole or any portion of the interest derived from investment of railway cess not immediately required for expenditure or the income from railways which is in excess of the amount required for repayment with interest of the loans raised, or the amount required for guaranteeing the payment of interest on capital expended for construction of tramways or railways.

5679/30-4-0

PROCEEDINGS OF THE GOVERNMENT OF HIS HIGHNESS

THE MAHARAJA OF MYSORE.

***** :O: *****

Order No. P.534/Legis 45-31 (Encl)

Dated, Bangalore, 22nd July 1932.

26

Ordered that the accompanying Regulation further to amend the Mysore District Boards Regulation, 1926 which received the assent of His Highness the Maharaja, on the 15th day of July 1932, be published as Regulation No. II of 1932 in the Mysore Gazette for general information.

Chief Secretary to Government.

To

The Compiler, Mysore Gazette, for Publication in Pt IV in part IV of the Gazette in English and Kannada and supply of spare copies in English and Kannada as per standing orders. The final proof should be sent to this office for approval and print order.

Gazette 26/7/32

P.H.

NOTIFICATION.

No. Rl. 2092—*L. C., dated the* 13*th November* 1931.

Under Rule 8 of the Rules for the conduct of business of the Mysore Legislative Council, the accompanying Bill to amend the Mysore District Boards' Regulation, 1926, is published for general information with the statement of objects and reasons.

Regulation No II of 1932.
Received the assent of His Highness the Maharaja on the fifteenth day of June 1932.

By order,
C. SUBRAHMANYA AIYAR,
Ex-officio *Secretary*,
Mysore Legislative Council.

A Regulation ~~Bill~~ **further to amend the Mysore District Boards' Regulation, 1926.**

Whereas it is expedient further to amend the Mysore District Boards' Regulation, 1926: It is hereby enacted as follows:—

For section 68 of the said Regulation, the following shall be substituted:—

Power of District Board to levy Railway cess.

"68 (1) The District Board may levy with the previous sanction of the Government and subject to such rules or orders as may be framed by the Government in this behalf a railway cess not exceeding six pies in the rupee on all items of revenue on which local cess is levied.

(2) The cess levied under sub-section (1) shall, unless it is required for immediate use, be deposited in the Government Savings Bank or in any other Bank approved by the Government or invested in securities approved by the Government.

(3) The cess and the interest or other income derived from its investment in a Bank or in securities or on construction of a railway or tramway shall, except as provided in sub-section (4), be utilised subject to such rules or orders that may be framed by the Government, for all or any of the purposes specified below:—

(*a*) for the construction, maintenance and management of tramways and railways and other charges incidental thereto,

WD 71—GBPM—40,000—20-7-31.

(*b*) for discharging the loan or loans raised by the Board, for the construction of tramways and railways and for payment of interest thereon and other expenditure, incidental thereto, and

(*c*) for guaranteeing the payment of interest on capital expended on any railway, tramway or other works which may directly improve the means of communications within the District or between the District and other Districts.

(4) The whole or any portion of the interest or other income derived from investment of the railway cess in a Bank or in securities or on construction of a railway or tramway may, with the previous approval of the Government and subject to such orders as may be made by it, be utilized for works which may improve the means of communications in the District, provided it is not immediately required for expenditure on or it is in excess of the amount required for, the purposes specified in clauses (*b*) and (*c*) of sub-section (3).

Mirza M. Ismail,
Dewan.

STATEMENT OF OBJECTS AND REASONS.

Applications have been received from District Boards of Chitaldrug and Tumkur for the utilisation of railway cess and interest on railway cess respectively for improvement of ordinary communications. It is considered desirable to amend section 68 of the District Boards' Regulation so as to allow the utilisation on works which may improve the means of communications in the District of the whole or any portion of the interest derived from investment of railway cess not immediately required for expenditure or the income from railways which is in excess of the amount required for repayment with interest of the loans raised, or the amount required for guaranteeing the payment of interest on capital expended for construction of tramways or railways.

To Chief Secy

SUBJECT .....

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Section Legis

File No. 45-31

Serial No. 5

Diary No. of letter replied to .....

No. Pol. 200 & 9

To The Secretary to the Govt of
the Resident

General and Revenue Secretariat

( )

the *193* .

Sir,

I am directed to
forward herewith nine
copies of the Regn further to
amend the Mysore Municipal
Regulation, 1926 (Regn No 4 of
1932)

I have etc

for Chief Secy to Govt

Date of issue 22/8/32

Signed by Illegible

List of enclosures .....

Copied by ..... Illegible 17/8

Examined by .....

WD 71—GBPM—40,000—20-7-31.

SUBJECT .....

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.....

Section Legis. 45

File No. 45-37

Serial No. 6

No. of letter replied to .....

No. P. 1129-30/Enb.

To The Secretary to (1) the Govt of H.E.H. the Nizam (2) the Govt of H.H. the Maharaja of Travancore in the Law dept.

General and Revenue Secretariat

( )

the *193* .

Date of issue 23/8/32

Signed by [illegible]

Sir,

I am directed to forward herewith two copies of each of the following Regulations:-

The Mysore Irrigation Regn, 1932

No I of 1932

List of enclosures .....

A Regn to amend the Mysore Motor Vehicles Regn, 1926; Regn No II of 1932

A Regn to amend the Mysore Motor Vehicles Regn, 1928; Regn III of 1932

Copied by .....

Examined by .....

I have &c.

NOTIFICATION.

No. P. 534—Legis. 45-31, dated Bangalore, 22nd—26th July 1932.

Ordered that the accompanying Regulation further to amend the Mysore District Boards Regulation, 1926, which received the assent of His Highness the Maharaja on the 15th day of July 1932, be published as Regulation No. II of 1932 in the *Mysore Gazette* for general information.

By Order,

N. MADHAVA RAO,
Chief Secretary to Government.

REGULATION NO. II OF 1932.

RECEIVED THE ASSENT OF HIS HIGHNESS THE MAHARAJA ON THE FIFTEENTH DAY OF JULY 1932).

A Regulation, further to amend the Mysore District Boards Regulation, 1926.

Whereas it is expedient further to amend the Mysore District Boards Regulation, 1926; It is hereby enacted as follows:—

For section 68 of the said Regulation, the following shall be substituted:—

Power of District Board to levy Railway Cess.

68 (1) The District Board may levy with the previous sanction of the Government and subject to such rules or orders as may be framed by the Government in this behalf a railway cess not exceeding six pies in the rupee on all items of revenue on which local cess is levied.

(2) The cess levied under sub-section (1) shall, unless it is required for immediate use, be deposited in the Mysore Government Savings Bank or in any other Bank approved by the Government or invested in securities approved by the Government.

(3) The cess and the interest or other income derived from its investment in a Bank or in securities or on construction of a railway or tramway shall, except as

provided in sub-section (4), be utilised subject to such rules or orders that may be framed by the Government for all or any of the purposes specified below :—

(*a*) for the construction, maintenance and management of tramways and railways and other charges incidental thereto,

(*b*) for discharging the loan or loans raised by the Board, for the construction of tramways and railways and for payment of interest thereon and other expenditure, incidental thereto, and

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(4) The whole or any portion of the interest or other income derived from investment of the railway cess in a Bank or in securities or on construction of a railway or tramway may, with the previous approval of the Government and subject to such orders as may be made by it, be utilized for works which may improve the means of communications in the District, provided it is not immediately required for expenditure on or it is in excess of the amount required for, the purposes specified in clauses (*b*) and (*c*) of sub-section (3)

MIRZA M. ISMAIL,
Dewan.

Notes 1–20 pages
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